77 02086

C I T Y O F P O R T O L A

GENERAL PLAN

PLANNING ELEMENTS

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

MAY 19 1977

UNIVERSITY OF CALIFORNIA

Portola. Planning commission.

PLANNING COMMISSIONERS

Rex Riehm-Chairman

Jack Thompson

Mel Graham

Robert Rowden

John McCann

City planning Portola

77 02086

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

PORTOLA

GENERAL PLAN

GEOGRAPHY

The City of Portola is situated in the northerly portion of the Sierra Nevada on both sides of the Middle Fork of the Feather River, the Western Pacific Railroad, and State Highway 70 at an average elevation of 4900 feet above mean sea level. The City is situated in an area that includes almost flat ground on each side of the river, and extends into the lower, gentle slopes of the mountains on each side. The river, the railroad, and the highway run in a general east-west direction, and the City is separated into a "north" side, and a "south" side. Much of the southern side is forested with immature second growth trees.

HISTORY

Early in the 20th century a village developed along the south bank of the Middle Fork of the Feather River. The development of this village was the result of logging and lumber milling in the area. The principal access was a county road westerly to what is now State Highway 89. At about the year 1911 the Western Pacific Railroad was routed through the area, and a division headquarters was established at this village now named Portola.

In 1946 the village was incorporated encompassing 930 acres, or slightly less than 1-1/2 square miles. At sometime during the first half of the century a highway was put through a short distance northerly of the north bank of the river. This was later designated U. S. Highway 40 Alternate. When Interstate 80 was constructed along the route of U. S. Highway 40, the U. S. 40 designation was discontinued in California, and U. S. 40 Alternate became State Highway 70.

LAND USE

A land use (zoning) ordinance was adopted in 1968 reflecting the land use designations in effect since 1965. Industrial zones have been designated, but the City has no industries at present. There are two commercial zones, one along the principal east-west street (Commercial Street) on the south side of the City, and one along

State Highway 70 on the north side. The City recognizes the extensive use of mobile homes in recent years and has two areas zoned for such uses. Portola is strictly a residential city, and the two other zones, multiple family, and single family reflect the most extensive land use as residential.

RECREATION

A. Present Situation

In the first half of the century skiing was a popular winter sport near Portola. Portola was the center for the sport, and skiing took place on a slope south of the City. Fishing is a popular activity in the summer, and since the development of Lake Davis to the north, winter ice fishing is engaged in also. Portola has had a public swimming pool for several years. It is operated on a seasonal basis. A rehabilitated war housing building was used as a bathhouse for several years, until it became so deteriorated that it had to be torn down. In 1974 a new, modern bathhouse was built, and was put into operation in the summer of 1975. Skiing is no longer undertaken near Portola. There is also a Little League baseball diamond at the City Park.

B. Goals

For many years citizens have requested tennis courts at the City Park. The installation of tennis courts is the first priority in the City's recreational planning. In conjunction with the construction of tennis courts, there has been input from some citizens to install a shuffle board court, and to establish horseshoe tossing pits. The City has also a park site on the north side of the City. There is a difference of opinion as to the need for developing this park until further in the future. There is some concern that this park should be fenced where it joins private properties in order to discourage trespassing.

THE PLANNING ELEMENTS

An open space plan was adopted in June, 1973, and subsequently approved by the State. The City still has Circulation, Housing, Conservation, Safety, Scenic Highway, Seismic Safety, and Noise elements to finalize. A recreation element is also being finalized.

CITY OF PORTOLA

GENERAL PLAN

LAND USE ELEMENT

The land use element of the General Plan for the City of Portola is a broad based plan for present and future uses of the land within the City. Compatability, convenience, and accessibility are prime factors, as is safety.

Present land use patterns and categories, as shown on the zoning and general plan map, indicate well defined areas and boundaries. More than adequate amounts of land and building sites, parks, recreation, and open space areas are provided for, for both present and expected future population densities as well as commercial and industrial enterprise. Cooperation between the City and County Planning Commissions is essential for creating consistency in the zoning of the lands adjoining the common boundary, making future expansion beyond the present City limits a relatively simple transition from County to City control.

The policy of the City is one of planned, orderly growth, wherein each member of the community may live and prosper in a healthy, uncrowded, safe, environment. The policy includes provisions for the protection of open space, recreation and park areas, the natural resources, and the areas of scenic beauty for the enjoyment of all.

Implementation of this policy, proposals, or programs for the achievement of these goals, the setting of standards and criteria for the physical development of the community, shall be in accordance with existing local ordinances, resolutions, code requirements, and the City's General Plan. It shall be a coordinated effort between the citizens and the local government. Additional ordinances and/or changes to existing ordinances as may be required or deemed necessary, will be adopted by the City Council to conform with the intent and purpose of this policy.

CITY OF PORTOLA

GENERAL PLAN

OPEN SPACE ELEMENT

1. Open space within city limits - established by ordinance.

2. Further open space within the city may be along natural drainage channels in areas where structures are not appropriate.

3. A further study of lands within the city limits and included in Wild River area, but not presently designated open space areas.

4. The city recommends open space outside the city limits on Forest Service lands, a policy of extreme caution when logging these lands and preservation of visual and recreational values.

5. The city recommends open space outside the city limits on private lands by means of a policy of compatible usages to preserve visual and recreational values.

CITY OF PORTOLA

OPEN SPACE PLAN

IMPLEMENTATION

Background

The City held public hearings on June 4, and on June 11, 1973, to consider the open space plan, and the adopting ordinance No. 135. On June 25, 1973, Ordinance No. 135 was adopted as the Open Space Plan for the City of Portola.

Implementation

The following numbered statements correlate with numbered areas on a print of the Open Space Map, attached.

1. Baldwin Park is already owned by the City of Portola. It is situated in a presently sparsely developed area of the City, and there is little need for development at the present time. Water service is in place. Future plans are to develop a playground and picnic area.

2. North bank of the Middle Fork of the Feather River at west side of City. Presently a natural scenic fishing area. Can be retained in its natural state. Future plans could provide parking and rest rooms.

3. Gulling Street overpass of railroad. Includes two embankment areas. Future plans provide for planting with wild flowers. Overpass has a sidewalk on one side that provides an overlook of the railroad and the river.

4. On both sides of the Middle Fork at east side of City, and extending beyond City limits, a United States Forest Service day use area operated by the City. Picnicing and fishing are presently available. Parking, fire pits, water and rest rooms are in place.

5. City park area. Presently has swimming pool, playground equipment, picnic facilities, and rest rooms. Plans call for construction of a swimming pool service building in 1974. A little league baseball park occupies the south end of the park. Future plans call for tennis court construction. A short piece of track is in place, and a caboose is to be placed in the park for display.

6. City Hall south. An area is available for winter ice skating.

7. An area of City owned property presently undeveloped. Plans call for establishing a flora garden.

8. City and County owned property. Presently has a hiking trail system, cross country ski track, ski jump and a rope tow ski lift. Future plans call for up grading.

CITY OF PORTOLA

GENERAL PLAN

CONSERVATION ELEMENT

Portola is located at an altitude of approximately 4,800 feet in a mountainous area, is surrounded by forests, and is subject to heavy snowfall.

I. Water

The Middle Fork of the Feather River bisects Portola. The U. S. Forest Service, the Department of Water Resources, and the Department of Fish and Game control all aspects of the river such as flow, and flood control.

Portola's water supply is located outside of the city limits. There are two systems. 1) the Willow Creek system located northwest of the city -- this system is presently being updated, and 2) the Lake Davis system located northeast of the City. Portola also has access to several springs located within a radius of 5 miles of the city - they are not presently utilized.

Since flood control is provided by the State Department of Water Resources there are few flood problems in the City.

II. Sewage

The present city system is most adequate and has been designed for twice its present loading. It is, surveilled by state agencies. The effluent is of quite high quality. The Planning Commission has discussed the feasibility of converting sewage to methane production.

III. Drainage

It is the Planning Commission's policy to preserve active drainage areas in their natural state.

CONSERVATION ELEMENT

IV. Land Conservation

The City Council and the Planning Commission are trying to conserve land by pursuing a policy of condemning and demolishing delapidated buildings.

It is the City's policy to concentrate our growth within our area. We are planning to encourage new growth in specific areas. The policy of removing old buildings should increase building construction in the older sections of the City.

V. Wildlife Conservation

Feather River: There is fishing in the Middle Fork of the Feather River now. Portola has many stands of fir trees, and it is the Planning Commission's policy to discourage their cutting.

IV. Mineral Extraction

There is continuing to be gravel extraction in the Feather River near the overpass that connects the north side of the City with the south side. This should be examined by appropriate city agencies to see if this should continue.

CITY OF PORTOLA

GENERAL PLAN

HOUSING ELEMENT

Present Status

The City of Portola has for many years suffered a severe housing shortage. Many old houses have been torn down or have depreciated to a point that renders them no longer habitable. This is particularly apparent in the last decade.

A part of the shortage has been met by mobilehomes in the past five years. Portola has two areas which have been zoned Trailer-Residential. The first area in the northwestern part of town is nearly filled. Few available lots remain for new housing. The area in the southeastern part of town has not experienced such rapid growth thus a number of lots remain available.

The policy of the City Planning Commission and the City Council in regard to the granting of variances for mobilehomes in residential and multiple-residential zoned areas has been quite liberal. Although some restrictions have been placed as conditions of variances. Present conditions of variances require a mobilehome to be a minimum of 600 sq. ft., must comply with building, electrical and plumbing codes and must be placed on an approved perimeter foundation.

Rental units available for year-round occupancy are extremely few, and for the most part, are of substandard construction, do not meet current code requirements nor minimum safety standards, and in many cases are deteriorated.

The Sierra Pacific Power Company has reported that power hookups have been made to 33 residences in 1973, 1974, and the first half of 1975. In 1971 and 1972 a total of 35 two and three bedroom homes were built.

Since then only 10 have been added to the City's housing stock.

During the past 10 years, the Portola City Council has followed a policy of upgrading the City's housing and building stock. Within this time 66 substandard buildings and houses have been demolished. A number of buildings are presently under abatement or being considered for abatement. Several buildings and houses have been or are currently being remodeled or repaired and brought up to code requirements.

A very definite need exists for small housing units suitable, in particular, for elderly and retired persons, both single and couples. Presently nearing completion is a business building remodeled to provide eight one bedroom apartments as well as office spaces. A six unit mobilehome park is under construction. This is indicative of progress though much more is required to alleviate the critical, chronic housing shortage.

Transient housing is furnished by the Durham Hotel consisting of 26 rooms. Also, 3 motels inside the City limits, Sunset Motel, 10 rooms; Sierra Motel, 16 rooms; and the TNT "mobile motel" consisting of 3 trailers. Such "mobile motels" are no longer permitted under present City ordinances.

Of the overall extremely short supply of housing available as rental units there are 33 units under the Housing Authority of Plumas County inside the City.

Vacant lots within the City are numerous and available as building sites as are several parcels of land suitable for subdivision.

The City sewer system, which was recently renovated, is more than capable of serving twice the present population. The City's sewage and waste disposal treatment facility is sufficient to meet current needs but is fast approaching maximum limits. Additional population growth

could create a need for added or enlarged facilities. There is adequate water available for many times the current population though the existing water distribution system is badly in need of replacement and/or upgrading. Present urgent requirements are for a new reservoir on the north side location and replacement or addition of several water mains. The approval of a Housing and Community Development Block Grant application submitted in May, 1975 would solve at least a major portion of the water distribution problem.

Obstacles

Most prevalent of many obstacles to an improvement in housing for the City is the same as for most communities, large or small. It branches off in many directions, all of which return to one main fact, a lack or shortage of available money.

While land cost in the City is reasonable in comparison to similar communities, the breakdown of the basic obstacle is:

1. Risk vs. return on capital.
2. Extremely increasing construction costs.
3. High interest rates.
4. A lack of industry and job opportunity.
5. The potential move and closing of the Western Pacific Rairoad operations in Portola.

While most of these problems are not necessarily of a permanent nature, and not peculiar to this area, they do cause great concern.

There is land available, but approximately half of the City has been divided into 25 foot lots. Under present zoning regulations, residences may not be built on a single 25 foot lot. In most instances, however, the property is owned in two or more lot parcels, so that the problem is not so serious as it could be.

The schools in Portola are operating at near maximum capacity. School

construction, completed in 1974, added one classroom and two small group rooms to the Jr.-Sr. High School. Present construction at the Elementary School will add four classrooms. Any appreciable amount of building in Portola or other communities in the school district will make additional school facilities a necessity.

Policy

The policy of the City Planning Commission and the City Council will be the continued upgrading of the present housing stock by enforcement of code regulations, rehabilitation, and, as necessary, condemnation. It will encourage improved municipal services and facilities so as to make the City a more favorable, attractive place to live and work.

CITY OF PORTOLA

GENERAL PLAN

CIRCULATION ELEMENT

The City has a well designed street system that is paved in the developed areas, and most alleys are paved. This system of streets intersects with State Highway 70 which runs through the City in an East-West direction.

County Road A-15 connects to the city street system on the southside of the Feather River and in turn connects with State Route 89 in Mohawk Valley.

This county road A-15 would provide an escape route for the south portion of the city in the event of failure of the Gulling Street overpass. This overpass is the only link between the North and South portions of Portola.

Study of an additional crossing should be undertaken by the City Council.

At present, all fire equipment is housed on the South side of the river. In the event of failure of the overpass, Route A-15 to Mohawk Valley and Route 70 back to the north side would have to be used to get the equipment to the North side of the river.

The school system uses contract busses to transport children to and from school and would face the same problem as the fire equipment in the event of overpass failure.

The Western Pacific Railroad supplies this area with freight service only. Most supplies brought into the area are transported by truck lines, but could be shifted to rail service if necessary.

Portola has Taxi service for local transportation for those that require it.

All areas in the vicinity of Portola are connected to the shopping areas with improved paved streets. The existing paved streets provide adequate circulation. The only weak point is the single crossing of the Feather River and the railroad by means of an overpass.

CITY OF PORTOLA

GENERAL PLAN

SAFETY ELEMENT

Fire hazard is the principal item of concern relating to safety. Evacuation routes, as designated in the select system of streets, and the circulation element, are more than adequate and exceed the requirements as such, in both minimum width and accessability.

Water supply requirements, both present and forseeable future, are easily met with water from Lake Davis. An alternate system is at present being upgraded however. It's source is groups of City owned springs located on three sides of the City.

Geologic hazards are minimal at present levels of information and technology. They are, however, covered in the seismic element.

The general policy of the City as regards fire safety within the community is the recognition, the reduction and/or the elimination of existing and future fire safety hazards.

Fire safety hazards are ever present in any environment. The hazards within Portola are numerous and varied as well as seasonal. Major hazards are the many older buildings with improper wiring, unsafe heating unit installations, poor maintenance and upkeep of property, accumulation of derelict and abandoned vehicles, the transportation of hazardous materials through the City, the possible loss of the City's main water supply, a railroad and river overpass as the single connecting link between the north and south portions of the City, and a seasonally dry weather condition in conjunction with the proximity to moderately heavy forest lands.

The goals for reducing hazards are to increase the public awareness, to encourage voluntary correction or elimination, to more strictly enforce present code requirements and ordinances pertinent to fire safety, to upgrade present, or adopt additional, ordinances as required to meet present and future need, to institute a fire safety inspection program and to encourage a higher degree of cooperation between local government, public utilities, local business and civic groups, and private citizens. The level of acceptable risk involving known or potential hazards should be no more than the level of responsibility, individual or governmental.

The objectives of hazard reduction as related to existing and new structures are basically a reduction of injury, loss of life, property damage and a better, safer economic community. A reduction of present hazards would have a stimulating effect on new construction, which, in time, would encourage elimination of many old, hazardous, substandard structures. This in its turn, would stimulate additional new construction. Insuring that all new construction meet all building code requirements, land use planning and zoning requirements, would further reduce future fire safety hazard levels.

Priorities for the abatement of fire safety hazards are primarily based on level of risk, economics, community interest and determination, and governmental, as well as individual responsibility.

To achieve the goals and objectives of this element of the General Plan it is obvious that the general public must be educated to an awareness of existing hazards and the risk to them, both individually and collectively. The education of the public can be achieved through a program of lectures in the public schools, by using local news media, by enlisting the support of local business, church and civic groups. The support and cooperation of these same groups and an educated public would greatly enhance the tasks of the Planning Commission, the City Council, as well as greatly reduce present and future hazard levels.

California Division of Mines and Geology Bulletin 198, Figure 3, locates the City of Portola in a low to moderate severity zone, of minor to moderate damage, with a probable maximun intensity of VI or VII for expectable future seismic activity.

Two historically active faults are within 40 to 50 miles. One to the southeast, the other to the east and slightly north. Many inferred faults and fault contacts surround the City except to the west, which is relatively clear.

Soil and slope stability appear to be relatively stable and cause for minor concern with present conditions and available information.

LAND USE AND CIRCULATION PATTERNS

Land use is primarily for single family dwellings and small commercial enterprises which conforms very closely to local zoning ordinances and the Open Space Element of the General Plan. There are no forseeable problems with the present status.

The circulation pattern is more than adequate, with one exception, and conforms to present select system of streets. The Middle Fork of the Feather River and the and the main line of the Western Pacific Rail Road bisect the City. The only direct means of travel from north to south is an overpass. Loss of, or damage to, the overpass is of critical concern.

DISASTER PLAN OF THE CITY

The Portola Emergency plan is considered to be more than adequate to cover both present and the forseeable future needs. It is up to date and follows closely the guide line presented in the California Emergency Plan manual.

STRUCTURAL HAZARDS

The main threat of structural damage, due to seismic or geologic causes, is to single family dwellings, commercial structures, and the overpass. Buildings in the City are mainly single family dwellings of one story, wood frame construction. A few are two story as are the majority of the commercial buildings. Very few have basements. Many at present are in need of major repair. Many are built on wood pier foundations. The present city policy of bringing buildings up to code by rehabilitation, or of abatement will eliminate much of the existing hazard potential. The continued practice of adherance to building code requirements will assure a hazard reduction in the future.

SEISMIC SAFETY POLICY

The policy of the City Planning Commission and the City Council will continue to be one of reduction and elimination of potential and existing hazards to a minimum acceptable risk level. This will be accomplished through enactment of additional ordinances or resolutions as may be needed, through compliance with present ordinances, and General Plan Elements, and strict compliance with Uniform Building Code requirements. As necessary, they will review, revise, or add to, the General Plan Elements and pertinent ordinances that which is required to reflect new technology, additional seismic and geologic findings, and the future needs of the people and the City.

IMPLEMENTATION

Implementation of the policy, recomendations, and programs, as stated, is considered to be accomplished upon approval of this element of the Portola General Plan by the Portola City Council.

CITY OF PORTOLA

GENERAL PLAN

SCENIC HIGHWAY ELEMENT

The City of Portola is small, both in size and population. It covers approximately a one and one half square mile area and has a population of about 1700 permanent residents. However, the population increases quite considerably in the summer due to tourists, campers, fishermen, and the return of many summer residents.

Within the City limits there are no scenic roads or corridors, as such. If, however, consideration is given to the City's sphere of influence there are three roads that well might more than meet all the requirements for designation as a "Rural Scenic Highway or Corridor", by either the State or County.

Close co-operation between the City and the County is essential if these naturally scenic areas are to be preserved and utilized for the benefit of the general public, present and future, local, as well as the many visitors to this area.

A plan for securing and preserving these areas would require, at most, zoning regulations, and the City-County general plan.

Adoption of additional ordinances would be required to regulate and control growth, structural appearance, design standards, and landscaping. Another possible avenue for the achievement of the goals of this element would be the acquisition of scenic easements by the County.

The three routes are discussed separately in attached pages.

RURAL SCENIC HIGHWAYS

Route I. Old Highway

This is a section of the old U. S. 40A from the east Portola city limits to its junction with State Highway 70 at Grizzley Creek. Highway 70 forms a boundary on the north and the Western Pacific Railroad main line creates a boundary on the south.

The Middle Fork of the Feather River runs east to west through this valley and canyon and continues into and through the City. Along the north bank, as the river enters the City, is at present a United States Forest Service day use park which is leased and operated by the City.

The highway from the park closely follows the north bank of the river east through the canyon which opens out into the Sierra Valley.

State Route 70 is situated close to, but high above and to the north of the old U. S. 40A. The Western Pacific Railroad follows the south bank of the river east through the canyon, then curves gently south toward the mountains at the edge of the Sierra Valley.

The highway along the river through the canyon creates a most enjoyable scenic drive. The view of the river, of green open space southward to the railroad and mountains beyond, the steep, rocky, wooded canyon walls to the north, is one of natural scenic beauty.

The City recommends this highway be designated a "Rural Scenic Highway" with boundaries as stated, that it be regulated and preserved in its natural or near natural state. It is further recommended that land use be limited to "Open-Space and/or very low density residential.

Route II. County Road A-15

This is section of Plumas County Road " A-15 " as it approaches the City of Portola from the southwest through the Mohawk Valley.

The road traverses an area that is in a near natural state. It winds through fairly heavy wooded land which is very sparsely populated, and offers scenic views of distant mountain peaks. A sub-division borders the highway for a short distance. Property development within it is very light, and most of the developed property is well away from and beyond sight of the highway.

This highway provides a very pleasant scenic drive and a naturally scenic approach to the City.

The City recommends this highway be considered for designation as a Rural Scenic Highway. The City further recommends that the County alter, revise, or adopt additional regulations and ordinances necessary to preserve this corridor in its present natural state.

This could be accomplished through land use planning, zoning, and/or the acquisition of scenic easements, as well as use of open space zoning and building setbacks.

Route III. Lake Davis Road

The Lake Davis Road from the Portola city limits to the dam site at Lake Davis is one of quiet, remote beauty. As it leaves the city limits it crosses a valley and the Carmichael Ranch, then winds its way upward some 800 feet in approximately 3 miles. It passes several campgrounds and a sub-division. The entire length of the road is within a State Game Refuge. Most of it is within the Plumas National Forest. It offers an excellent scenic view of wooded mountain slopes and high rugged peaks.

As the main access route to Lake Davis and the attendant camping, fishing, hunting, and picnic facilities, it is extensively used by tourists, campers, fishermen, hunters, and local residents and visitors on a year round basis.

The City recommends this road be considered for designation and preservation as a Rural Scenic Highway. The City further recommends the County alter, revise, or adopt, additional regulations and ordinances necessary to preserve the highway and corridor in its present natural state.

This could be accomplished through land use planning, zoning, and/or the acquisition of scenic easements.

CITY OF PORTOLA

GENERAL PLAN

NOISE ELEMENT

The City of Portola is in many ways typical of most small towns. It covers an area of approximately one mile by one and one quarter mile. The population is about 1800. It is almost entirely residential. There is no industrial development. The present Western Pacific Railroad yard facility is currently being terminated, all of the activities being shifted to other freight terminal points. Commercial activity is very light, consisting mainly of that which is necessary for day to day living.

State Highway 70 bisects the City. It is the main route to and from the many lakes, camping, fishing and hunting areas located around the City.

One street, approximately 1000 feet long and Highway 70 contain nearly all of the commercial enterprise located in the City.

Present noise levels are well within recommended limits. Projected levels for the forseeable future indicate only slight increases. The areas which show indications of increase are presently zoned commercial or industrial. Indicated increases would not be sufficient to exceed present recommended levels.

The policy of the City will be continued vigilance and concern over unnecessary , excessive noise and the attendant problems. The City will explore continuously all ways, means and methods for the control and reduction of unnecessary, excessive, annoying noises and the sources. The City will endeavor to further reduce existing levels of noise for the benefit of all.

The City will adopt a Noise Ordinance and such other pertinent regulations as may be required for the control, reduction, and or elimination of present and future noise sources. Support to and for these goals will be added by compliance with building code regulations and requirements, land use and zoning, the General Plan, and such other current Ordinances as may be applicable.

ATTACHMENT # 1

The City has conducted a noise survey to determine the ambient base noise level. Due to a lack of funds, trained professional personnel, and proper equipment, City personnel with assistance of the County Health Department performed the work. While the survey results may not be professionally, precisely correct, we feel they are reasonably close to be used as a base figure for the Noise Element.

Criteria used for determining test areas were quite general. Basically, it was a test of present zoning land use, and population densities and needs of the community.

Selected test areas were: Eastern Plumas District Hospital, City Park which includes a picnic area, playground and public swimming pool, the Western Pacific Rail facility, the center of the commercial district, the center of a residential area, a street which separates residential from multiple residential, and an intersection of commercial, trailer residential, and residential.

Test time was scheduled between 0900 and 1200, between 1300 and 1700 on three different days, with times rotated on each day. Test duration was 15 minutes each with readings logged each minute. Ambient levels were determined by a mean average of the logged readings.

Sound level meters used were a Bruel-Kjaer, Type 2205, rented from Electro Rent Corporation and a Bruel-Kjaer Type 2203 on loan from the County Health Department.

From the ambient base levels as determined by the survey and indicated on City Map Attachment #2, we are assured that the sound levels in surrounding areas will not exceed acceptable levels.

ASSISTANCE and INFORMATION SOURCES

Local Noise Survey
California Department of Transportation-"Noise Survey of Portola"
California Department of Transportation Plan-progress "Report"
California Assembly Committee on Transportation Report-"Motor Vehicle Noise"
United States Environmental Protection Agency-"Effects of Noise on People"
League of California Cities-"Quiet City Report"
Plumas County Health Department

ATTACHMENT # 2

The Noise Survey was conducted by the City using the Bruel-Kjaer 2205 and Bruel-Kjaer 2203 instruments. It is not the intent of the City that the Survey figures be construed as absolutely accurate. Ambient levels of noise will vary slightly from day to day due to traffic, barometric pressure, weather conditions and season of the year. Only a professional trained technician could conduct a survey and verify its accuracy. Unfortunately the City does not have the funds for such services.

The survey areas and the average ambient levels are as follows:

City Park-main entry	51 DBA
City Park-First Avenue	57 DBA
City Park-Virgilia Avenue	50 DBA
Eastern Plumas District Hospital	46 DBA
Quincy Avenue-West Street	49 DBA
Third Avenue-Main Street	46 DBA
Beckwith-Magnolia Avenue	46 DBA
Commercial Street	54 DBA
Western Pacific Railroad Yard	54 DBA

77 02086

U.C. BERKELEY LIBRARIES
C123320390

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720